

CHANGING PAVEMENT TYPE POST BID FACT CHECK

It is becoming more common for the concrete pavement industry and concrete paving contractors to bid asphalt paving projects and then attempt to persuade municipal engineers to switch pavement type to concrete. The argument is based on references to value engineering, better value, or improved life cycle cost. Here are a few technical points to address this growing trend.

Changing Pavement Type is not Value Engineering

Value Engineering is defined as engineering solutions that result in a reduction in project time or cost. Changing pavement type does neither and should not be considered as a value engineered proposal. The CDOT Section 104 Value Engineering Change Proposals (VECP) does NOT allow a change in pavement type. Specifically, CDOT Standard Specification Section 104.07(c)8 states, *“A proposal changing the type or thickness of the pavement structure will be rejected.”*

Changing Pavement Type Undermines the Contract & Bidding Process

Municipalities do not have policies, procedures, requirements, nor guidelines to provide a transparent and objective process for changing pavement type – post bid. Changing pavement type post bid includes the following:

- A subjective approval process that lacks transparency
- Pre-bid discussions with select bidders
- Post-bid evaluations that lack standard procedures and written evaluation criteria.

Changing pavement type post bid is a change in scope and exposes the agency to bid award protests and claims of unfair bidding practices.

Changing Pavement Type is Based on Biased Information

The concrete industry claim of “better value” or “lower life cycle costs” by switching to concrete pavement is unsubstantiated and is only supported by biased data. The results of a life cycle cost analysis (LCCA) are greatly influenced by the inputs and assumptions made to run the analysis. Municipalities do not have standard methodology for a life cycle cost analysis. The CDOT methodology is designed for state highways and is not applicable to the performance of local roads. *The results of any LCCA can be manipulated and an industry produced LCCA is one sided, biased and should never be used to make project level decisions.*